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EXPEDITED CONSIDERATION REQUESTED

August 10, 2006

BY HAND DELIVERY

The Honorable Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, N.W. Room 711
Washington, D.C. 20423-0001



RE: Docket No. 34918, Keokuk Junction Railway Co. d/b/a Peoria & Western Railway – Lease and Operation Exemption – BNSF Railway Company between Vermont and Farmington, Illinois

Dear Secretary Williams:

Enclosed for filing in the above-referenced proceeding please find an original and ten copies of the Motion to Hold Verified Notice of Exemption in Abeyance and Motion for Protective Order filed on behalf of Ameren Energy Fuels and Services Company ("AFS"). Because this Motion is being filed shortly before the Exemption would become effective, AFS requests that the Board give this filing EXPEDITED CONSIDERATION.

We have also enclosed an extra copy of all the documents. Kindly indicate receipt and filing by time-stamping this copy and returning it to the bearer of this letter. Thank you for your attention to this matter.

Yours very truly,

Sandra L. Brown / SDB
Sandra L. Brown

Enclosures

Cc: David M. Konschnik, Office of Proceedings

ENTERED
Office of Proceedings

AUG 10 2006

Part of
Public Record

ATLANTA • HONG KONG • LONDON • NEW YORK • NORFOLK • RALEIGH
RICHMOND • TYSONS CORNER • VIRGINIA BEACH • WASHINGTON, D.C.

217256

EXPEDITED CONSIDERATION REQUESTED

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

FINANCE DOCKET NO. 34918



**KEOKUK JUNCTION RAILWAY CO. d/b/a PEORIA & WESTERN RAILWAY –
LEASE AND OPERATION EXEMPTION – BNSF RAILWAY COMPANY
BETWEEN VERMONT and FARMINGTON, ILLINOIS**

MOTION TO HOLD VERIFIED NOTICE OF EXEMPTION IN ABEYANCE

ENTERED
Office of Proceedings

AUG 10 2006

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**ATTORNEYS FOR AMEREN ENERGY FUELS AND
SERVICES COMPANY**

August 10, 2006

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

FINANCE DOCKET NO. 34918

**KEOKUK JUNCTION RAILWAY CO. d/b/a PEORIA & WESTERN RAILWAY –
LEASE AND OPERATION EXEMPTION – BNSF RAILWAY COMPANY
BETWEEN VERMONT and FARMINGTON, ILLINOIS**

MOTION TO HOLD VERIFIED NOTICE OF EXEMPTION IN ABEYANCE

INTRODUCTION

On August 4, 2006, Keokuk Junction Railway Company (“KJRY”) d/b/a Peoria & Western Railway (“PWRY”) filed a Verified Notice of Exemption in this docket “to lease and operate” a 42.1 mile rail line owned by the BNSF Railway Company (“BNSF”) and running between Vermont and Farmington, Illinois in Fulton County, Illinois (the “Vermont Line”). As stated in more detail below, Ameren Energy Fuels and Services Company (“AFS”) has considerable concerns regarding this proposed transaction, including, but not limited to, that the Notice contains inconsistent information and that the transaction may result in significant competitive harm to the Duck Creek Power Plant (“Duck Creek”). Duck Creek is owned by Ameren Energy Generating Company (“AERG”) and is located along the line being leased to PWRY. (See map, attached hereto as Attachment 1). Accordingly, AFS respectfully requests that the Notice be held in abeyance so that AFS and the Board can properly evaluate whether approval for this transaction may be sought under the Board’s Notice of Exemption procedure. To aid in this analysis AFS has accompanied this Motion with the submission of a discovery request to PWRY under 49 C.F.R. § 1114.21(a) asking for a copy of the Lease Agreement between PWRY and BNSF to be produced to AFS’s outside counsel. AFS has also accompanied

this Motion with a Motion asking the Board to adopt a protective order in this proceeding to facilitate production of the Lease Agreement, which AFS understands PWRY and BNSF consider to be confidential.¹

FACTUAL BACKGROUND

AFS is an affiliate of Ameren Corporation. Ameren Corporation provides electricity to 2.3 million customers in Missouri and Illinois. AFS is responsible for the procurement of coal supply, including the acquisition of related transportation, for all of Ameren Corporation's utility operating subsidiaries. AERG is one of Ameren Corporation's non-regulated generation subsidiaries. As stated above, AERG is the owner of Duck Creek. Duck Creek is located in Fulton County, Illinois, near Canton, Illinois. (Ameren Corporation and its subsidiaries are hereinafter collectively referred to as "Ameren" unless further distinction is necessary).

Ameren acquired the Duck Creek facility in 2003. At that time Duck Creek was captive for rail service to the BNSF, which served the plant over BNSF's line running between Vermont to Dunfermline, Illinois. This segment of track makes up 27.6 miles of the Vermont Line BNSF proposes to lease to PWRY in this proceeding. As the Board is aware, Ameren has aggressively sought to establish competitive transportation alternatives at all of its coal-fired plants. In order to achieve this goal, Ameren has built or purchased several rail lines and has made significant investment in rail infrastructure in order to expand competitive railroad options at its plants. For example, Ameren recently obtained construction authority from the STB for a new common carrier rail line that will be built at Ameren's Coffeen Power Plant near Coffeen, Illinois.

¹ AFS is requesting that the Board hold the Notice in abeyance in order to allow time to evaluate the full impact of this transaction on AFS and Ameren Corporation. AFS reserves the right to seek outright revocation of the Notice in the future should facts and circumstances warrant such action.

Ameren Energy Generating Co. - Construction and Operation Exemption - In Coffeen and Walshville, IL, F.D. 34435, Slip Op. 2, 7 (STB served Feb. 17, 2006). When this line of rail is constructed, it will establish dual rail service opportunities at that location. Similarly, in 2005 Ameren constructed an industrial track (which did not require prior STB authorization) extending from the Duck Creek facility to a point of connection with the KJRY east of Canton, Illinois. This track was constructed in order to establish access to Duck Creek both by BNSF and Union Pacific Railroad ("UP"), the latter through a connection with KJRY at Hollis. Because it appears that the "PWRY" is merely a trade name being used by KJRY for this transaction, upon consummation of the proposed transaction the two lines of rail that connect to Duck Creek will be either owned or operated by KJRY. As such, the transaction described in the Notice would appear to eliminate the competitive rail transportation options Ameren has spent significant resources to create by making the KJRY the delivering railroad for all coal movements into Duck Creek.

ARGUMENT

A. The Notice Contains Inconsistent Information

A Notice of Exemption is *void ab initio* if it contains false or misleading information. 49 C.F.R. 1150.32(c). PWRY's Notice states that "PWRY will operate, maintain and provide all rail common carrier services on the line, pursuant to the Lease Agreement between PWRY and BNSF referenced hereinabove." Notice at 3 (emphasis supplied). The clear inference is this description is that the PWRY will have total autonomy over the leased line. This is not consistent with the description of the PWRY in a July 14, 2006 letter from BNSF and PWRY to

AFS announcing the decision that PWRY would begin operations on the Vermont Line.² Specifically the letter described the service as a “handling carrier” service and stated that BNSF would “continue to be able to set transportation prices from, to and via the PWRY whenever BNSF is in the route.” *Id.* at 1. This does not coincide with the description in the Notice. The letter also stated that “PWRY is a member of the Pioneer Railcorp family of shortlines that includes Keokuk Junction Railway and several other shortlines.” *Id.* However, PWRY and KJRY are apparently one and the same entity. The Board has rejected notices of exemption for failing to include proper information and for not comporting with the Board’s reporting requirements. *Nevada Central Railroad—Exemption for Acquisition and Operation of Rail Service—In Elko and White Pine Counties, NV*, F.D. 34773, Slip Op. at 1 (STB served Nov. 22, 2005).

Of course, the precise nature and scope of the respective roles of KJRY/PWRY and BNSF in this transaction, and the extent to which the transaction will have anticompetitive effects on Ameren and Duck Creek that require analysis outside of the exemption process, can be discerned by the Lease Agreement referenced in the Notice. However, AFS’s requests to obtain information on relevant lease provisions in order to try and allay its fears have been refused on the basis that the agreement is confidential. Accordingly, in addition to asking the Board to hold this proceeding in abeyance, Ameren is (1) submitting contemporaneously with this Motion a discovery request to Petitioner, and (2) filing a Motion for Protective Order to facilitate the production of the Lease Agreement to outside counsel for Ameren so that it can evaluate the full effect of this transaction on the rail competitive circumstances at Duck Creek.

² Letter from Burlington Northern Santa Fe Railway Company and Keokuk Junction Railway Co., d/b/a Peoria & Western Railway, to Mr. Michael G. Mueller, President, Ameren Energy Fuels & Services, (Jul. 14, 2006) (attached hereto as Attachment 2).

B. Holding the Notice in Abeyance is Consistent with Board Precedent

It is not uncommon for the Board to place a “housekeeping stay” on a Notice of Exemption in order to “permit full consideration of the issues presented” by parties requesting that the Board reject, revoke or stay the Petition. *General Railway Corp., d/b/a Iowa Northwestern Railroad—Exemption for Acquisition of Railroad Line—In Osceola and Dickenson Counties, IA*, F.D. 34867, Slip Op. at 1 (STB served Jul. 3, 2006).

In addition, the Board has held similar proceedings in abeyance pending the gathering of more information and discovery. See *Meridian Southern Railway, LLC –Acquisition and Operation – Line of Kansas City Southern Railway Company*, F.D. 33854 (STB served May 15, 2000), *New Haven National Rail Terminal Transportation Company, LLC – Lease and Operation Exemption – 3.5 miles of track in the former Cedar Hill Yard, New Haven and North Haven, CT*, F.D. 34960 (STB served Jun. 14, 2005) and *New York New Jersey Rail LLC and New York Cross Harbor Railroad Terminal Corp – Corporate Family Transaction Exemption*, F.D. 34813 (STB served Jan. 9, 2006).

The Board has also stayed Notices which demonstrate that a “substantial controversy” exists. See *Northeast Interchange Railway, LLC -- Lease and Operation Exemption -- Line in Croton-in-Hudson, NY; Gordon Reger -- Continuance in Control Exemption -- Northeast Interchange Railway, LLC*, F.D. 34734, Slip Op. at 4 (STB served Nov. 18, 2005). (“As we have explained in prior cases, see, e.g., *Riverview Trenton Railroad Company -- Acquisition and Operation Exemption -- Crown Enterprises, Inc.*, F.D. 33980, slip op. at 6-10 (STB served Feb. 15, 2002) the class exemption is meant to be used for routine transactions that have not attracted substantial controversy ...”) While the full impact of this transaction on Duck Creek cannot be fully addressed without a review of the transaction terms, the Notice and July 14 letter

demonstrate that a substantial controversy could exist. Moreover, the inability of AFS and the Board to know and understand the details of the Lease Agreement between PWRY and BNSF from the Notice is indicative of one of the issues surrounding so-called “paper barriers” raised by numerous parties in Ex Parte 575 (Sub. No. 1) (STB served Jun. 2, 2006). Specifically, parties affected by the terms of lease and purchase agreements between Class I railroads seldom know the full extent of the transaction’s anticompetitive effects until well after the transaction has been consummated because the terms are labeled confidential by the railroad parties at the time approval is sought.³ In this case AFS is presently unable to determine whether the Lease Agreement could substantially harm Duck Creek for years to come.

Granting Ameren’s request for stay would be consistent with the Board’s intent to modify exemption timeframes in order to provide greater public notice and participation before an exemption becomes effective. *Public Participation in Class Exemption Proceedings*—E.P. 659, Slip Op. at 4 (STB served Mar. 10, 2006).

Finally, therefore, AFS requests that the Board hold the Notice of Exemption in abeyance in order to allow AFS to seek discovery of the Lease Agreement and to have its terms reviewed by AFS’s outside counsel to determine what further action, if any, should be taken regarding the Notice.

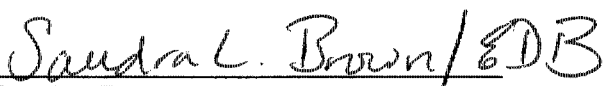
³ Letter from Marshall Durbin Companies, to the Honorable Vernon A. Williams, Secretary, Surface Transportation Board, Re: STB Ex Parte No. 575, Review of Rail Access and Competition Issues—Renewed Petition of the Western Coal Traffic League (STB received Jul. 12, 2006)

CONCLUSION

For the foregoing reasons, Ameren respectfully requests the Surface Transportation Board to hold the Notice of Exemption in abeyance pending discovery of the Lease Agreement by AFS and subsequent analysis of the transaction for its anti-competitive effect on the Duck Creek plant.

Respectfully submitted,

James A. Sobule
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ATTORNEYS FOR AMEREN ENERGY FUELS
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**BEFORE THE
SURFACE TRANSPORTATION BOARD**

Finance Docket No. 34918

**KEOKUK JUNCTION RAILWAY CO. d/b/a PEORIA & WESTERN RAILWAY –
LEASE AND OPERATION EXEMPTION – BNSF RAILWAY COMPANY
BETWEEN VERMONT and FARMINGTON, ILLINOIS**

**AMEREN ENERGY FUELS AND SERVICES COMPANY'S
REQUEST FOR PRODUCTION OF LEASE AGREEMENT**

Pursuant to 49 C.F.R. § 1114.21 and 1114.30, Ameren Energy Fuels and Services Company (“AFS”) hereby requests that Keokuk Junction Railway Company d/b/a Peoria & Western Railway (“PWRY”) produce for inspection and copying the document requested below.

AFS is prepared to cooperate with PWRY to facilitate the expedient production of information responsive to this request. AFS will also stipulate to a reasonable protective order with respect to privileged, proprietary or commercially sensitive information responsive to this request. Only AFS outside counsel will have access to this information as specified in the Motion for Protective Order.

REQUEST

1. Produce the final written version, preferably in a computer readable format, of the executed Lease Agreement between Keokuk Junction Railway Company d/b/a Peoria & Western Railway and BNSF, referred to in the Verified Notice of Exemption filed in the captioned docket on August 4, 2006. The Lease Agreement provides for PWRY’s lease and operation of a portion of BNSF’s Yates City Subdivision between Vermont, Illinois (Milepost 94.3) and Farmington, Illinois (Milepost 52.20).

Respectfully Submitted,

Sandra L. Brown/EDB

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***ATTORNEYS FOR AMEREN ENERGY FUELS AND
SERVICES COMPANY***

EXPEDITED CONSIDERATION REQUESTED

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

FINANCE DOCKET NO. 34918

**KEOKUK JUNCTION RAILWAY CO.,
d/b/a PEORIA & WESTERN RAILWAY
--LEASE AND OPERATION EXEMPTION—
BNSF RAILWAY COMPANY
BETWEEN VERMONT AND FARMINGTON, ILLINOIS**

**AMEREN ENERGY FUELS AND SERVICES COMPANY
MOTION FOR PROTECTIVE ORDER**

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***ATTORNEYS FOR AMEREN ENERGY FUELS AND
SERVICES COMPANY***

August 10, 2006

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

**FINANCE DOCKET NO. 34918
VERIFIED NOTICE OF EXEMPTION**

MOTION FOR PROTECTIVE ORDER

Ameren Energy Fuels & Services ("AFS") pursuant to 49 C.F.R. § 1104.14, requests that the Board enter a protective order in this proceeding substantially in the form shown in Appendix 1 of this Motion. The Protective Order and discovery of the Lease Agreement between Keokuk Junction Railway Co., d/b/a Peoria & Western Railway ("PWRY") and Burlington Northern Santa Fe Railway ("BNSF") referenced in the Verified Notice of Exemption ("Notice") filed in this docket by PWRY on August 4, 2006 are necessary to enable outside counsel to respond to the Notice, which very generally discusses a transaction whereby PWRY will lease and operate the portion of the BNSF Railway Yates City Subdivision between Vermont (Milepost 94.3) and Farmington (Milepost 52.20), in Fulton County, Illinois ("the Vermont Line").

In support of this Motion, AFS states as follows:

1. The Lease Agreement referenced in the Notice contains the terms and conditions of the proposed transaction. However, the Lease Agreement was not included with the Notice, nor are any of its terms discussed or summarized in the Notice.
2. As explained in the Motion to Hold Notice of Exemption in Abeyance, filed contemporaneously with this Motion, AFS believes the proposed transaction could have significant adverse effects on the rail service options presently available at Ameren Energy Resources Generating Company's ("AERG") Duck Creek Power Plant. The description of the Lease Agreement in the Notice is also

inconsistent with correspondence received by AFS regarding the transaction (Motion at 4).

3. AFS has been informed by the Petitioner that the Lease Agreement has confidentiality provisions which prevent its disclosure to third-parties, except for government agencies with jurisdiction over one of the parties.
4. The Board has granted requests for protective orders in prior cases to protect the confidentiality terms of lease agreements, while enabling interested parties to protect their interests affected by the transaction.

For the reasons stated above, AFS respectfully requests that the Board adopt the protective order attached as Appendix 1.

Respectfully submitted,

Sandra L. Brown / EDB

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***ATTORNEYS FOR AMEREN ENERGY
FUELS AND SERVICES COMPANY***

APPENDIX

PROTECTIVE ORDER

1. For the purposes of this Protective Order, "Confidential Information" means the provisions of the Lease Agreement between Keokuk Junction Railway Company d/b/a Peoria & Western Railway ("PWRY") and Burlington Northern Santa Fe Railway Company ("BNSF") deemed confidential by those parties.
2. The Confidential Information produced by PWRY and BNSF shall be used for the purpose of this and any related Board proceedings, or any judicial review proceeding arising therefrom, and not for any other business, commercial, or other competitive purpose.
3. The Confidential Information shall not be disclosed in any way or to any person without the written consent of BNSF and PWRY or an order of the Board. Such disclosure shall be limited to outside counsel of Ameren Energy Fuels and Services Company ("AFS") solely for use in connection with this and any related Board proceedings, or any judicial review proceeding arising therefrom. Before such disclosure, outside counsel for AFS will read and sign a copy of this Protective Order and agree to be bound by its terms by signing the attached Undertaking prior to receiving access to the confidential information.
4. Any documents containing the Confidential Information in the possession of AFS's outside counsel will be destroyed and notices of such destruction will be served on the Board at the completion of this and any related Board proceedings, or any judicial review arising therefrom.
5. If the Confidential Information is retained by the Board, it shall, in order to be kept confidential, be treated in accordance with the procedure set forth at 49 C.F.R. § 1104.14.
6. All parties must comply with all the provisions stated in this Protective Order unless good cause, as determined by the Board, is shown by any party to warrant suspension of any of the provisions herein.

UNDERTAKING

I _____, have read the Protective Order governing the disclosure of Confidential Information by BNSF and PWRY in STB Finance Docket No. 34918 and understand the same, and agree to be bound by its terms. I agree not to use or permit the use of any data or information obtained under this Undertaking, or to use or permit the use of any information learned as a result of receiving such information, for any other purpose other than the preparation and preservation of evidence and argument in STB Finance Docket No. 34918 or any judicial review proceedings taken or filed in connection therewith. I further agree not to disclose any information obtained under this Protective Order to any person who is not also bound by the terms of this Order and who has not executed an Undertaking in the form hereof.

I understand and agree that money damages would not be a sufficient remedy for breach of this Undertaking and that BNSF and PWRY shall be entitled to specific performance and injunctive or other equitable relief as a remedy for any such breach, and I further agree to waive any requirement for the securing or posting of any bond in connection with such remedy. Such remedy shall not be deemed to be the exclusive remedy for breach of this Undertaking but shall be in addition to remedies available at law or equity.

Signature

Date

ATTACHMENT 1

to
Vermont



ATTACHMENT 2

July 14, 2006

Mr. Michael G. Mueller
President
Ameren Energy Fuels & Services
1901 Chouteau Avenue, MC 611
St. Louis, Missouri 63103

Dear Mr. Mueller:

The BNSF Railway Company ("BNSF") and the Keokuk Junction Railway Co., d/b/a Peoria & Western Railway ("PWRY") are pleased to announce that effective August 15, 2006, PWRY will begin operation of a portion of BNSF's Yates City Subdivision between Vermont, Illinois and Farmington, Illinois.

PWRY is a member of the Pioneer Railcorp family of shortlines, that includes the Keokuk Junction Railway and several other shortlines. Information on Pioneer Railcorp may be found on its website at <http://www.pioneer-railcorp.com>.

PWRY is a handling carrier for BNSF, which means BNSF will continue to be able to set transportation prices from, to and via the PWRY whenever BNSF is in the route. As a handling carrier, PWRY will not appear in the pricing route when BNSF participates in a linehaul move, although the traffic will actually be physically interchanged between BNSF and PWRY at Vermont, Illinois.

Both BNSF and PWRY will work diligently to provide superior day-to-day solutions to your transportation needs. To make the transition easy for you, a brief "Who to Contact" sheet is enclosed.

If BNSF or PWRY can answer any questions, or help you in any way through this transition, please do not hesitate to let us know.

Yours truly,

Jerome M. Johnson

Jerome M. Johnson
Assistant Vice President Network
Rationalization
The BNSF Railway Company

Yours truly,

J. Michael Carr

J. Michael Carr
President & Chief Financial Officer
Pioneer Industries Railway Corporation

Cc: Mr. Robert K. Neff, P.E., C.E.M.
Vice President Coal Supply & Transportation
Ameren Energy Fuels & Services
1901 Chouteau Avenue, MC 611
St. Louis, Missouri 63103

Cc: Mr. William B. McNally
Managing Executive Coal Supply & Emissions
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Mr. Glennon P. Hof ✓
Manager Coal Operations
Ameren Energy Fuels & Services
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Mr. Daniel J. Lidisky
Manager Coal Supply & Business Development
Ameren Energy Fuels & Services
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Mr. Pete Rickershauser, Vice President Network Development
Mr. Sami Shalah, Vice President Coal Marketing - East, BNSF Railway
Mr. Larry Meyne, Director Coal Marketing, BNSF Railway

Who to Contact

Marketing information, including transportation prices:

When BNSF is in the route: Contact BNSF.
BNSF's public prices may be found on BNSF's web site at www.bnsf.com. You may also contact your local BNSF marketing representative. Coal shippers or receivers may contact Larry Meyne, Director Coal Marketing at (817) 867-6244, while Ethanol shippers or receivers may contact Bob Kelly, Director Bulk Foods at (817) 867-6340 or Angela Caddell, Manager Ethanol & Ag Products at (817) 867-6035.

When BNSF is not in the route: Contact PWRY.

Catherine Busch, Director Marketing, who may be reached at her office (309) 697-1400 or through email at cbusch@pioneer-railcorp.com.

Car orders and car order forecasts:

Contact PWRY for all car orders and car order forecasts contact Kathy Bouris at (800)914-7851.

When BNSF is in the route, PWRY will enter the orders into BNSF's Equipment Distribution System ("ED"). When BNSF is not in the route, PWRY will furnish PWRY equipment, or contact the appropriate Class I carrier. This will ensure your car orders are efficiently filled without any duplicate orders, and local operations people will apply the correct equipment to the correct customer order.

Notification of release of all loaded and empty cars:

Provide PWRY with paper documentation for all loaded and empty releases. On outbound loads, the following information will be required: car initial and number; destination city and carrier. Please fax all release information to PWRY at (800) 914-7853.

Submitting bills of lading:

Until further notice, all waybill routes will remain as they are today. If you are an existing PWRY customer today and you currently provide PWRY bill of lading information, please continue that practice. If you are new PWRY customer, all waybills will continue to be routed to BNSF via EDI or other means as you do today.

SPECIAL NOTE: PWRY is being certified by the AAR Interline Settlement System. When certification is complete, PWRY will notify the new PWRY customers to begin routing PWRY traffic, where BNSF is not in the route, via PWRY or PWRY-Connections.

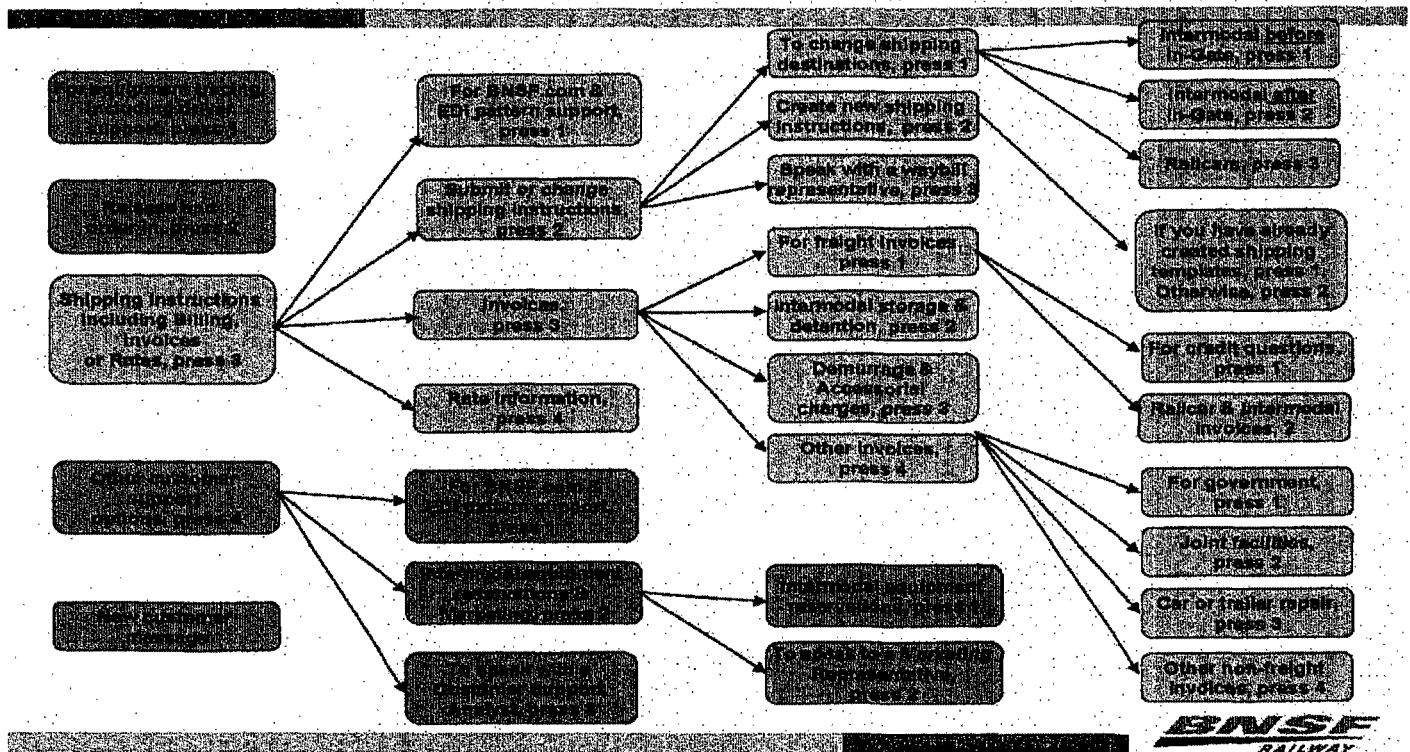
Traffic-monitoring, car tracing, expediting cars, reports or problem resolution:

When cars are on BNSF: Use BNSF's web site tools at www.bnsf.com or contact BNSF's customer solutions group at 1-888-428-2673. Options are shown at the attached schematic.

When cars are on PWRY: Contact PWRY's customer service center at (800) 914-7851.

888-428-2673
BNSF Railway Menu*
 (as of 7/10/06)

Shortcut: After the "your call may be monitored or recorded" statement you may press multiple menu options immediately. For example: to speak to a waybill representative, press 3, 2, 3.



*menu subject to change

BNSF
 RAILWAY

CERTIFICATE OF SERVICE

I hereby certify that a copy of the foregoing Motion for Abeyance and Motion for Protective Order was served on the following via Federal Express Overnight Mail on August 10, 2006:

BNSF Railway Company
2650 Lou Menk.
Fort Worth, Texas 76131
Attn: AVP Joint Facilities
AVP Short Line Development

Daniel A. LaKemper, Esq.
General Counsel
Keokuk Junction Railway Co.,
d/b/a Peoria & Western Railway
1318 S. Johanson Road
Peoria, Illinois 61607
Tel: (309) 697-1400
Fax: (309) 697-8486